

5 October 2023



Application by London Luton Airport Limited for an Order granting Development Consent for the London Luton Airport Expansion

Dear Sir or Madam,

At the Issue Specific Hearing 3 on noise, vibration and related matters (ISH3) held on Wednesday 27 September 2023, the Civil Aviation Authority (CAA) accepted an action captured as Action 19 in the Planning Inspectorate's subsequent action list which states:

"Confirm what, if any, functions performed by Independent Commission on Civil Aviation Noise are now being carried out by the Civil Aviation Authority."

Following the Government's decision to wind down the Independent Commission on Civil Aviation Noise (ICCAN) in 2021¹, the Department for Transport (DfT) in a letter of 1 April 2022², required the CAA to provide technical assistance and advice in connection with aircraft noise. The Secretary of State set out the following purposes for this request:

- to support departments across the UK Government and devolved administrations to take informed decisions on aviation noise policy;
- to increase the level of understanding about aviation noise management as well as the confidence and transparency in how aviation noise is treated in the UK; and
- to promote best practice in the aviation sector through the production of guidance on managing noise impacts, including balancing the needs of relevant parties and engaging with stakeholders.

The letter went on further to say that the core theme of the CAA's 2022/23 work programme (with regard to aircraft noise) should be to establish and develop the CAA's position relating to the transfer of those technical functions which it has inherited from ICCAN. The work programme should include:

- **Technical advice on trade-offs and potential policy choices to inform HMG policy** including specific research regarding trade-offs between carbon and noise, and consideration of appropriate metrics to inform trade-off analysis and policy options for Government to consider;
- **Sustainability Panel Secretariat and Engagement**, establishing an expert technical panel to constructively challenge and strengthen the CAA's delivery of environmental roles, including the delivery of the new noise functions;
- **External review of Engagement Practices**, including functionality of Airport Consultative Committees and building on ICCAN's work on airport complaint handling processes;

¹ The exchange of correspondence regarding the closure of ICCAN can be found on the CAA's website here: [Statement on ICCAN closure | Civil Aviation Authority \(caa.co.uk\)](#)

² [190406 ERCD Section 16 letter 2019-20 \(caa.co.uk\)](#)

- **The production of an Annual Report on Aviation Noise in the UK**, including objective information on operational measures to mitigate noise and aviation-related noise trends across a sample of UK airports;
- **Furthering ICCAN's initial Noise Metrics Comparison Study** by expanding the noise metrics shortlisted and running comparisons for additional airports;
- **A survey of aviation noise attitudes**, continuing work initiated by ICCAN to establish a new multi-year noise attitudes survey.

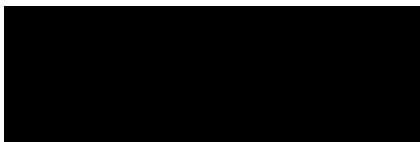
The CAA's sustainability team are currently working with the DfT, Department for Environment, Food and Rural Affairs (DEFRA) and the UK Health Security Agency across a number of projects to help provide them with policy options to consider. Some examples of these projects are: Aviation Noise Attitudes Survey, Carbon and Noise Trade Offs, Noise Action Plans, and New fuel development and certification. In order to increase the level of understanding of noise and noise management, the CAA is producing work on Noise Metrics which includes studies and information guides. This work involves the CAA engaging with industry and communities on a number of areas to improve understanding and development. Lastly, following the UK's exit of the European Union, the CAA has taken on responsibility for provision of triennial aviation environmental reporting, one aspect of which will be informed by the Annual Reports on Aviation Noise.

In the future, our work will be underpinned by our legislative and planned collaborative reporting framework that will be developed in 2024. This reporting framework will also give us sound data to inform our research priorities, whilst assisting industry to make improvements to their operations.

The CAA's work on aviation noise is currently dependent on funding from the Government, although discussions are ongoing as to how much of it can in future be funded through our Scheme of Charges.

If the Planning Inspectorate has further questions on how the CAA has taken on some of the duties of ICCAN or on any other topic, we will be happy to provide whatever assistance we can.

Yours sincerely



Graham French
Head of Network Resilience Policy